

OBJECTIONS ASSOCIATED WITH TRAFFIC CALMING ON SOMERSHAM ROAD, COLNE

To: Highways and Community Infrastructure Committee

Meeting Date: 28th April 2015

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Somersham

Forward Plan ref: N/A *Key decision:* No

Purpose: To determine objections received to the Traffic Calming associated with Somersham Road, Colne

Recommendation: a) Approve and install the traffic calming as advertised
b) Inform the objectors accordingly

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1. BACKGROUND

- 1.1** Colne is a parish in Huntingdonshire and lies approximately 10 miles east of Huntingdon. It is close to the A1123 which links the parish to the town of St Ives in the West and the parish of Haddenham in the East (**Appendix 1**).
- 1.2** As a result of a successful Local Highways Improvements (LHI) bid, the Parish of Colne has proposed that a small length of the Somersham Road (B1050) be reduced to 30mph, down from the original 40mph speed limit (**Appendix 2**). The new 30mph speed limit will be approximately 550 metres in length. In addition the Parish has proposed that there be a form of traffic calming installed in order to reinforce the new speed limit.
- 1.3** The County Council's Local Projects Team have designed a traffic calmed zone along the length of the proposed 30mph. This will consist of 4 pairs of speed cushions (**Appendix 3**), all of which will be built to a standard type with a maximum height of 650mm against a Department for Transport (DfT) standard 750mm maximum height. The County Council has listened to residents' concerns that the traffic calming would result in increased noise and vibrations. By settling on the 650mm height for the speed cushions a balance between effectively reducing traffic speeds and mitigating the increases in noise and vibrations can be achieved.
- 1.4** The proposal will bring safety improvements to an area of highway that features a sharp curve and long straight. The curve presents a danger in that it can obscure visibility for motorists around the junction of the B1050 and the High Street whilst the long straight gives ample opportunity for motorists to exceed safe speeds in what is a predominantly rural residential area. The slower traffic speeds brought about by reducing the speed limit and introducing speed cushions will further improve the safety for motorists.

2. TRO PROCESS

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The proposed TRO and traffic calming was advertised in the Huntingdon Weekly Newson the 18th of February 2015. The statutory consultation period ran from 18th February – 11th March.

The statutory consultation resulted in one objection to the proposed traffic calming this is detailed in **Appendix 4**. The Police did not object whilst no other emergency service commented.

2.3 On the basis of this analysis it is recommended that this Order is made for the reasons of:

- General road safety

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

By achieving lower traffic speeds on this road the local community will benefit from safer traffic movements. It will also make accessing Somersham Road easier from the High Street and from local dwellings across the length of the reduced speed limit.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the Huntingdonshire District Council Office, Pathfinder House, St Mary's Street Huntingdon.

4.5 Localism and Local Member Involvement

The Local Highway Improvement Initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements.

The Local Member Councillor Criswell has been consulted and fully supports the proposal.

Huntingdonshire District Council also fully supports the proposal.

4.6 Public Health Implications

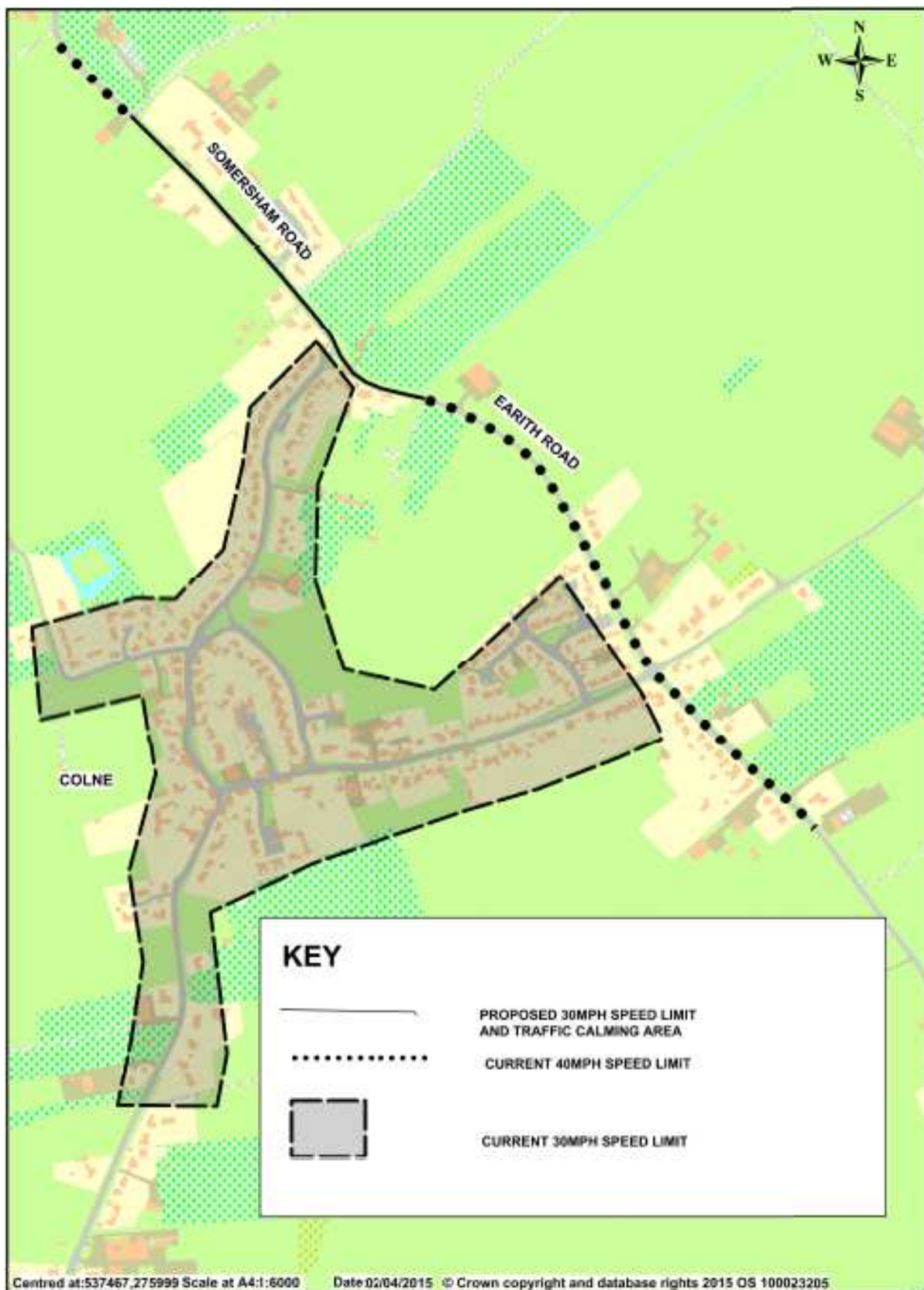
There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

APPENDIX 1 – OVERVIEW



APPENDIX 2 – EXISTING AND PROPOSED SPEED LIMITS, COLNE



APPENDIX 3 – LOCATION OF SPEED CUSHIONS



APPENDIX 4

Objections		Officer Response
1.	If you say that the 30 limit needs the speed humps to enforce it, are you saying all motorists are law breakers and also admitting that the police cannot oversee it.	Studies carried out by the Department for Transport (Dft) as well as other professional bodies agree that changing the speed limit itself is not as effective as forcing motorists to slow down by way of re-engineering the road. The casual motorist will always drive to the prevailing road conditions as well as the limit of their own driving ability whilst taking into account the current speed limit; there is no implication that motorists would do otherwise. As part of this project the Police have been consulted and have offered no objection to the proposal, the County Council works alongside the constabulary in order to ensure that enforcement of speed limits happen when resources allow.
	I cannot see why you would put in place the speed humps without firstly trialling the new limit, as with the right signage such as that at Earith it is quite visible.	By installing speed cushions better compliance with the proposed 30mph speed limit will be encouraged. The police have also stated that they won't support the scheme unless it is self-enforcing due to a lack of available resources.
	In my opinion speed humps have become outdated as they are now an everyday item and motorists have learnt how to negotiate them without much loss of speed.	Speed cushions remain in use as a standard technique to reduce traffic speeds on highways. The DfT have prescribed standards for these which the County Council have complied with. Although in some cases motorists are able to negotiate these without too much difficulty, many will still be forced over these as traffic can be quite busy on this 'B' class road. The cushions are also designed in such a way that most cars will need to mount at least one of the cushions as they pass over.
	I also think as the road has no weight limit H.G.V.s will bounce over them and so break up the	The speed cushions have been designed with this in mind; there is opportunity for larger vehicles to

	<p>road, there is also a noise problem with speed humps especially with unloaded vehicles.</p>	<p>straddle the cushions without going over and potentially causing damage to the highway. Whilst there is expected to be some additional noise increases associated with traffic negotiating these speed cushions, care has been taken to consult with local residents most likely affected and the cushions have been sited to minimise this.</p>
	<p>Will there be any funding for sound proofing or subsidence damage to property?</p>	<p>There will be no funding made available for this.</p>
	<p>I have no objection to the 30 m.p.h. speed limit, but do not want any calming measures.</p>	<p>Unfortunately the 30mph limit won't be put in place without the additional calming measures to ensure compliance due to the nature of the road and the speeds that vehicles are currently able to achieve here.</p>